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(Soviet Zone of Germany, (Polish Occupied Germany, and Austria) REPORT NO. _____		
COUNTRY	Locations of Supply Depots	
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The following information is available on supply depots in the areas of the Twenty-Fourth, Fourth, and Second Air Armies:

1. Twenty-Fourth Air Army:

a. Aviation gasoline.

(1) Large-scale supply dumps and shipments from former German large-scale fuel dumps to airfields have not been observed in the Soviet Zone of Germany. From observations of rail shipments it is inferred that the air units draw their aviation gasoline chiefly from the hydrogenation plant in BOEHLER (N 52/K 29). According to available information, this plant is the only hydrogenation plant in the Soviet Zone of Germany that produces sizable quantities of aviation gasoline. Deliveries of aviation gasoline from Poland or other countries were not observed either.

(2) The capacities of the fuel dumps at the different airfields depend on the number and types of aircraft stationed there. According to an estimate, the fuel stored at the airfields is sufficient for about 10 days operations under combat conditions. It was repeatedly observed that fuel containers were dug out and taken along with the air units when they were transferred within the Soviet Zone.

(3) The fuel dump in VELTER (N 53/L 66) very probably supplies air force units in addition to army units. However, it could not be determined that aviation gasoline is also stored in this dump.

b. Motor vehicle gasoline supply depots.

Large-scale motor vehicle gasoline dumps exclusively supplying

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air force units have not been observed. It is assumed that the Soviet Air Force units are issued their motor vehicle gasoline in the Soviet Army supply depots. The known army gasoline supply depots were reported previously *. A small air force gasoline dump was observed on Ulmenstrasse in BAD SOROW (N 53/V 32).

c. Aircraft.

According to available information, aircraft depots do not exist in the Soviet Zone of Germany. The required aircraft replacements seem to come directly from the Soviet Union and are delivered, by rail or air, directly to the units concerned.

d. Aircraft engines.

Aircraft engines were observed in the STRAUSBERG (N 53/V 15) Depot. However, it is not known whether this depot supplies all the air units of the Twenty-Fourth Air Army. The majority of the required replacement engines are assumed to be delivered directly from the Soviet Union.

e. Radio Equipment.

A radio equipment depot is assumed to exist at the JUETERBOG-DAM (N 52/E 69) airfield. Possibly, radio sets are only being repaired there.

f. Other Equipment.

A central depot for aircraft accessories, instruments, armament, and motor vehicle spare parts seems to be in STRAUSBERG.

2. Second Air Army

a. Aviation gasoline.

Aside from stocks kept in the hydrogenation plants, large-scale aviation gasoline dumps were not observed in the Soviet Zone of Austria. Because of this, and from observed transportation operations, it is assumed that the fuel dumps at airfields are supplied directly by the hydrogenation plants.

b. Motor vehicle gasoline.

The air force units draw their motor vehicle gasoline mostly from the army fuel dumps. A small air force gasoline dump is in ROHARDU (P 49/X 78). Units in Hungary are allegedly also supplied by this dump.

c. Aircraft.

Aircraft depots are not available. Replacement aircraft are delivered directly from the Soviet Union.

d. Aircraft engines.

The existence of an aircraft engine depot is not known. Aircraft engines are possibly stored in the KORNIEBURG (P 49/S 30) aircraft repair shop.

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e. Radio equipment.

No dump is known.

f. Other equipment.

A central depot for aircraft accessories, instruments, and armament is supposed to exist in KORNIEBURG. An air force motor vehicle park with repair shop in BRUNN am Gebirge (O 49/X 38) and a motor vehicle repair shop in LIESING (O 49/X 38) are also known.

3. Fourth Air Army

No information is available on air force depots in the area of this air army.

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